

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS APPROVING THE TEMPORARY STREET CLOSURE ON PIEDMONT ROAD, CALAVERAS ROAD AND ASSOCIATED SIDE STREETS FROM 9:49AM TO 10:57AM ON MAY 12, 2015, FOR THE AMGEN TOUR OF CALIFORNIA EVENT

WHEREAS, the City Council of the City of Milpitas desires to support community events and bring tourism to the City of Milpitas ("City"); and

WHEREAS, AEG Cycling, located at 993 Kempton Avenue, Monterey Park, California 91755, is requesting to hold a professional-style bicycle race for the Amgen Tour of California; and

WHEREAS, the bicycle race is proposed to take place on Tuesday, May 12, 2015 on Piedmont Road and Calaveras Road and is expected to enter City limits at 10:49 a.m. and leave City limits at 10:57 a.m.;

WHEREAS, the temporary closed associated side streets will be Piedmont Road, Calaveras Road, Landess Avenue, Glenview Drive, Greenrock Avenue, Seacliff Drive, Shiloh Avenue, Mesa Verde Drive, Bliss Avenue, Petersburg Drive, Yosemite Drive, Aguilar Court, Uridias Ranch Road, Alviso Adobe Court, Downing Road, and Vista Ridge Road.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

1. The City Council has considered the full record before it, which may include but is not limited to such things as the staff report, testimony by staff and the public, and other materials and evidence submitted or provided to it. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.
2. Subject to all required City permits and approvals, City Council hereby authorizes the temporary street closure of the following streets on Tuesday, May 12, 2015, from 9:49 a.m. to 10:57 a.m., provided that the applicant shall, at its sole cost and expense; (i) implement all required conditions of the Special Event Permit, including, but not limited to, traffic control devices, traffic control staffing, security, emergency action plan, and any other conditions deemed necessary by the City; (ii) provide emergency vehicular, personnel, and any other required access on the road closures at all times; and (iii) fully pay all City costs, expenses, and time arising or relating to this event, all subject to City review and approval.

PASSED AND ADOPTED this _____ day of _____, 2015, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

Mary Lavelle, City Clerk

Jose S. Esteves, Mayor

APPROVED AS TO FORM:

Michael J. Ogaz, City Attorney

Project Number:

P-MS15-0012



SPECIAL EVENT / ACTIVITY INFORMATION PACKET & APPLICATION

2015 AMGEN TOUR OF CALIFORNIA - MAY 12, 2015

"Special events and activities" means any temporary event or activity sponsored by a business, shopping center or organization which is held outside the confines of a permanent building.

To apply for a Special Event and Activity, please read the enclosed instructions and then complete this application. Submit your application, including the required attachments, no later than 45 days for a major event or 30 days for a minor event.

For specific references to the Milpitas Municipal Code regarding Special Events and Activities see Section XI-10-13.11

Approvals:

Planning: _____ Date: _____

Fire: _____ Date: _____

Police: _____ Date: _____

Engineering: _____ Date: _____

Building: _____ Date: _____

QUESTION TO GET STARTED

- **Will the event be held exclusively on private property? If so, you will need to have the property owner sign the application for use of the site.**

This event will not require off site parking, or the use of public right-of-way (except running/jogging events).

☐ Yes ☒ No

If you answered yes to the question above, your event is considered a "Minor" event. All other events are considered "Major".

SECTION 2: EVENT INFORMATION

Please complete all of the following:

Setup/Preparation	Date: _____	
Event starts	Date: May 12, 2015	Time: 10:49 am
Event ends	Date: May 12, 2015	Time: 10:57 am
Dismantle/Tear down	Date: _____	

Anticipated attendance: Total: 144 Per day: _____

Street closuresWill this event require any city streets to be closed? ☒ Yes ☐ No*If yes, specify which streets or cross streets and include a route site map.***Food**

If your event will have food preparations please specify cooking method:

Gas ☐Electric ☐Charcoal ☐

Other (specify): _____

*A permit may be required from the Santa Clara County Department of Public Health at (408) 918-3400.***Portable restrooms***A minimum of one (1) accessible toilet for persons with disabilities is required when multiple toilets are set side by side. If each toilet is scattered throughout the site, then each toilet must be accessible. Exceptions may be considered by the Building Department.***Lighting and sound**Will you be using any amplified sound (i.e. public address system)? ☐ Yes ☒ NoWill this event use any temporary lighting? ☐ Yes ☒ No*If yes, please describe:*

SECTION 3: SITE MAP CHECKLIST: City staff is available to help you through this process.

Provide a site plan/route map for your event on a separate sheet. **Provide six copies of this site plan/map (11" x 17" min size).** The map should include the following information:

- ☒ An outline of the event site, including the names of the streets or areas that are a part of the venue and surrounding area. If the event includes a moving route of any kind (such as a parade), indicate the direction of travel, including the starting location and ending destination. Include north arrow.
- ☒ Any street or lane closures.
- ☒ The locations of fencing, barriers or barricades. Include any removable fencing for emergency access. (include height of barriers)
- ☐ The location of first-aid facilities
- ☐ The location of all stages, platforms, booths, cooking areas, trash containers, tents/canopies, etc. (Include dimensions, such as height and length)
- ☐ The location of any food booths and cooking area configuration including all vendors cooking with flammable gases or barbeque grills. (Include dimensions, such as height and length)
- ☐ Generator locations and/or source of electricity
- ☐ Placement of vehicles or trailers used for the event (include dimensions)
- ☐ Anticipated parking locations and number of parking. Show that parking is available for persons with disabilities. These parking spaces shall be dispersed and located closest to the accessible entrances *to the event*. One in every eight accessible parking spaces, but not less than one accessible parking space shall be Van accessible.
- ☐ Placement of promotional signs or banners
- ☐ Placement of portable toilets/rest room facilities (label accessible or non-accessible for people with disabilities)
- ☐ Exit locations for outdoor events that have fences
- ☐ Location of all other event activities
- ☐ Location of temporary lighting
- ☐ Location of temporary speakers

SECTION 4: INSURANCE INFORMATION

A public liability and property damage insurance policy issued by an insurance company authorized to do business in California, naming the City of Milpitas, its officers, agents and employees as co-insured may be required. Depending on the scope of the event, a minimum of \$1 million or more may be required.

Certificate of insurance will be provided within two weeks. Minimum coverage will be \$4^m





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
04/08/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER MARSH USA INC. 1225 17TH STREET, SUITE 1300 DENVER, CO 80202-5534 Attn: Denver.certrequest@marsh.com	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:
02220 -TAC-ALL-14/15	INSURER(S) AFFORDING COVERAGE INSURER A: Greenwich Insurance Company INSURER B: N/A INSURER C: National Union Fire Ins Co Pittsburgh PA INSURER D: N/A INSURER E: INSURER F:
INSURED AEG CYCLING, LLC 800 W. OLYMPIC BLVD, SUITE 305 LOS ANGELES, CA 90015	NAIC # 22322 N/A 19445 N/A

COVERAGES **CERTIFICATE NUMBER:** SEA-002321177-25 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDITIONAL SUBROGATION WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> \$100,000 SIR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC		RG0300057300	11/15/2014	03/01/2016	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ EXCLUDED PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 20,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000		BE66844730	11/15/2014	03/01/2016	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A				WC STATUTORY LIMITS E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

RE: AMGEN TOUR OF CALIFORNIA AT CITY OF MILPITAS, PIEDMONT AND CALAVERAS ROADS, MILPITAS, CA ON MAY 10-17, 2015

CITY OF MILPITAS, ITS OFFICERS, AGENTS, AND EMPLOYEES ARE NAMED AS ADDITIONAL INSURED ON THE GENERAL LIABILITY IF REQUIRED BY WRITTEN CONTRACT.

CERTIFICATE HOLDER

RECEIVED

CANCELLATION

CITY OF MILPITAS
455 EAST CALAVERAS BOULEVARD
MILPITAS, CA 95035

APR 08 2015

CITY OF MILPITAS
PLANNING DIVISION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
of Marsh USA Inc.

Sharon A. Hammer

Sharon A. Hammer

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Event Overview

The 10th Annual 2015 Amgen Tour of California is a professional style bike race modeled after the Tour de France. The race is governed by the same international cycling federation, we follow the same rules, and we have the same teams and riders as the Tour de France. The principal difference between the two events is that the Amgen Tour of California is a shorter event: 8-days vs. 21- days. The race consists of 18 teams - each with eight riders. The 2015 race will have seven point-to-point road stages and one time trial. Each stage is between 12 and 125 miles in length. The race begins in Sacramento on May 10th and concludes at the Rose Bowl in Pasadena on May 17th.

The 2014 Amgen Tour of California drew over two million spectators along the 750-mile route and quickly became the largest sporting event in the history of California. We will broadcast HD live TV coverage (NBC Sports and NBC Network) on every stage for 2015 to more than 200 countries. We will also be streaming live video on the Internet for the entire race.

The race is self-contained. Aside from the 144 professional racers, we also have approximately 100 vehicles that travel within the race "package". This includes the California Highway Patrol (CHP), team cars, medical support, mechanical support, race officials, motorcycle marshals, TV crews, etc. The entire race moves as one entity at an average speed of approximately 26 MPH. From the lead CHP car to the follow CHP car, the distance is approximately 1.5 miles. It takes the race about five minutes to pass any given spot on the road.

We require total road closures that is managed by the CHP. There are four elements to the closure: cross traffic that flows across the course at an intersection, traffic moving the same direction and ahead of the race, traffic moving the same direction and behind the race, and traffic moving towards the race. CHP/Police will allow cross traffic and traffic turning onto the course and heading away from the race until approximately 5-10 minutes before the race reaches the intersection but will prevent cars from turning onto the road heading into the race. Traffic moving the same direction and ahead of the race will be allowed to flow until the race is approximately 10 minutes behind the traffic. Traffic that is behind the race will not be allowed to pass. Traffic that is moving into the race will be stopped approximately 20 minutes before the race reaches any given point.

Traffic management is variable based on the type of road, the amount of traffic, and the type and number of opportunities where traffic can be pulled off the road for a short period. Where there are roads that are divided by medians, traffic will be allowed to flow on the side opposite the race. It may sound slightly onerous, but it is not as bad as it sounds. CHP has been able to perfect this type of closure and has worked closely with local PD and the sheriffs. For the 2011 event, that took place over eight days and 820 miles of roads, there were very few complaints with the way the traffic was managed.

The entire 750 miles of the route has been reviewed and approved by both Caltrans and CHP. As it has for the past eight years, California Travel and Tourism is a key supporter and sponsor of the 2015 Amgen Tour of California.

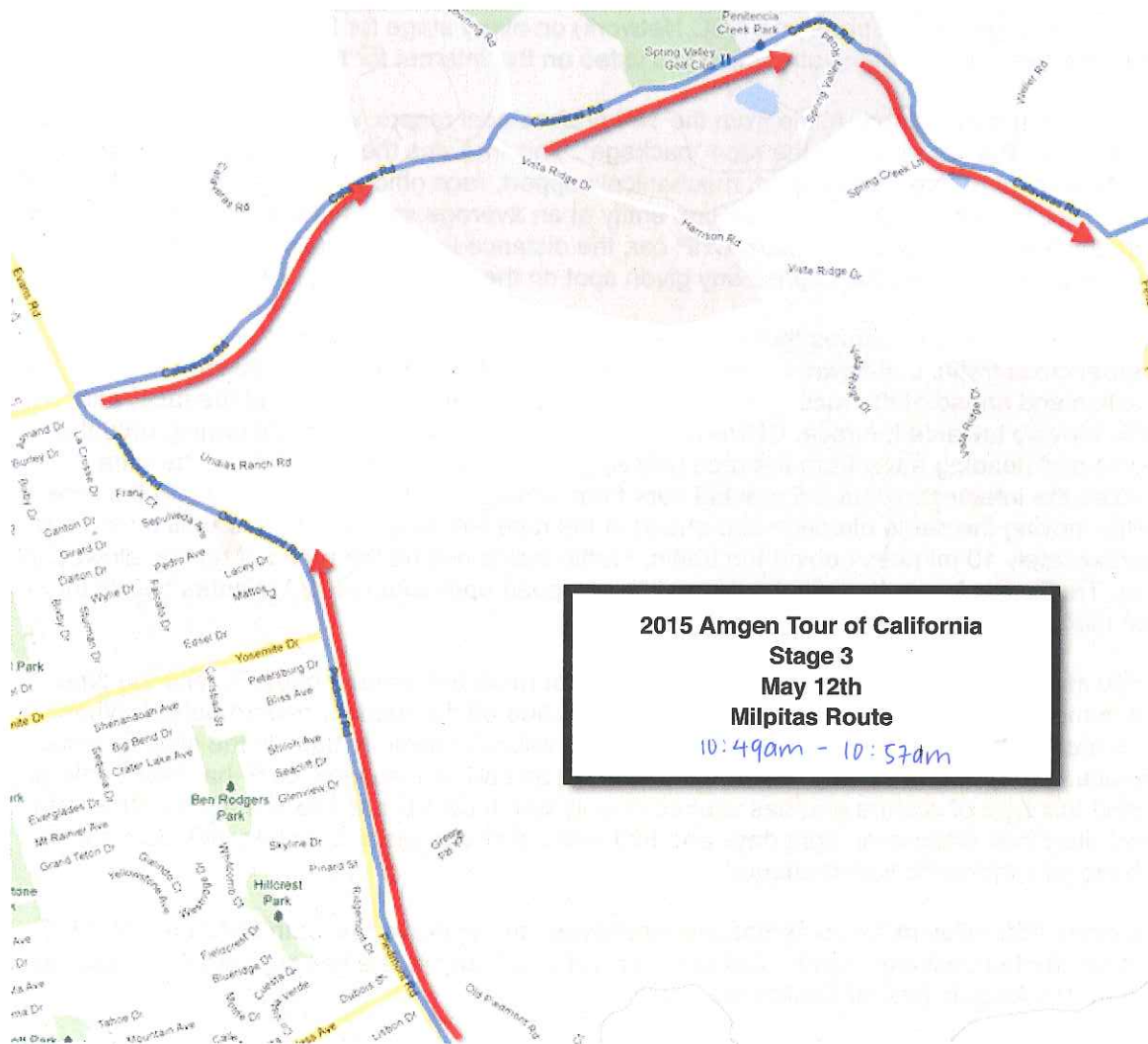
Drawing two million spectators raises a lot of eyebrows...and concerns. The vast majority of these crowds came in three areas: start cities, finish cities, and various long and steep climbs

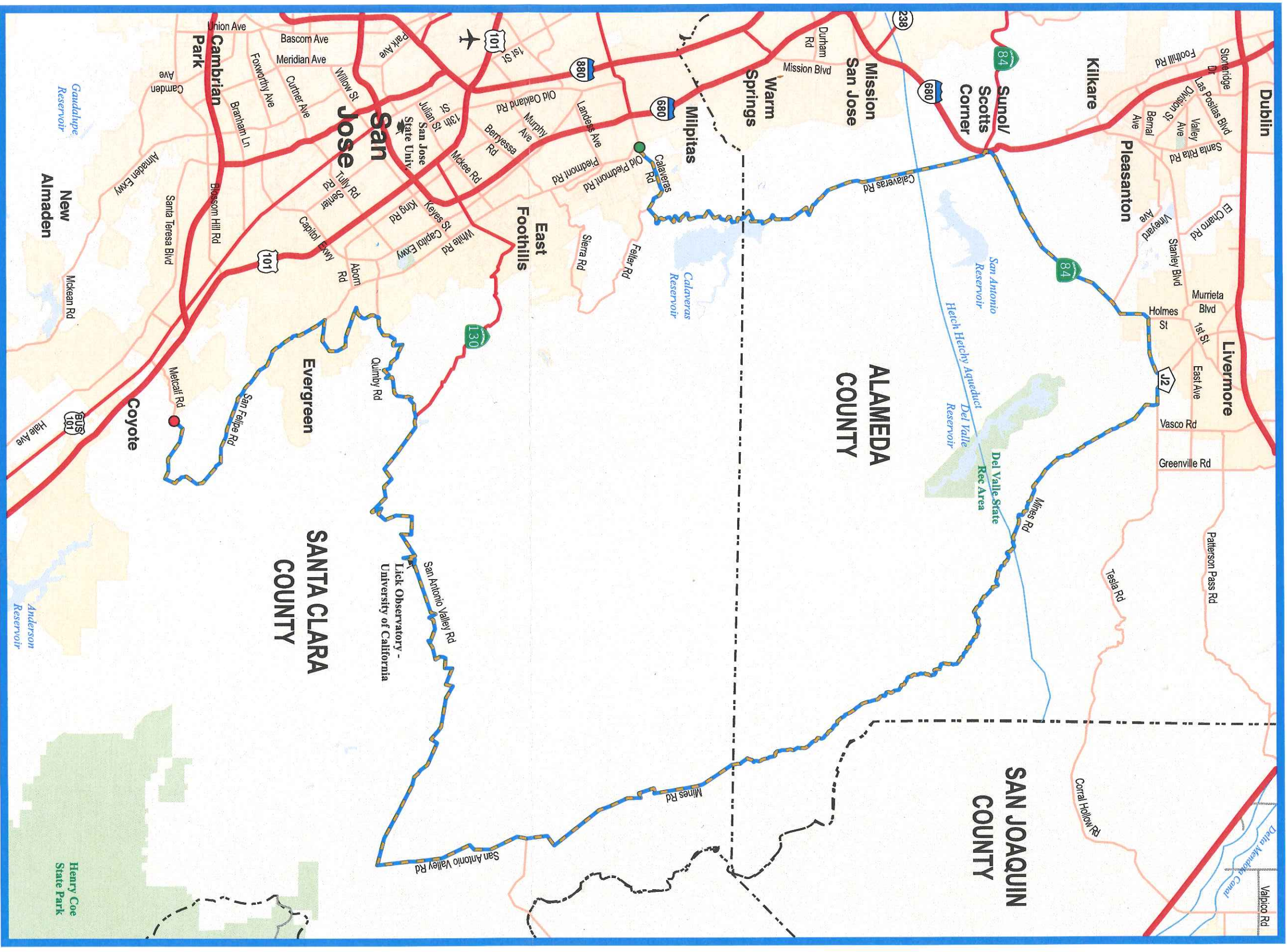


the riders encountered. Aside from some isolated areas, there are relatively few spectators along the course. Many people would watch from their driveway, but it was rare to find more than a few hundred in one location. We will be utilizing the same road closure and crowd control plans that have been effective the past six years.

We saw little to no trash along the route for the 2014 Amgen Tour of California. The fans along the way were well behaved and took whatever trash they may have generated with them when they left the area they were viewing the race. We also have a crew that follows the race to collect our signs and any obvious trash that was left by a spectator.

The race will enter Milpitas NB on Piedmont Rd at 10:49am and depart EB on Calaveras Rd at 10:57am. Total distance on city roads is approximately three miles that will take nine minutes to complete. All city costs will be covered by the event.





Stage 3 - San Jose to San Jose
Tuesday, May 12, 2015



Amgen Tour of California Traffic Management Plan

Scope

The 2015 Amgen Tour of California will be held May 10-17th over 725 miles of California roadways. The race will feature 144 cyclist plus various support vehicles and staff. These athletes and vehicles will travel along the course in a “caravan” under the escort of the California Highway Patrol (CHP). The “bubble” of this escort is expected to be 10-20 minutes as it moves along roadways. See the attached caravan diagram for more information on the quantity and location of vehicles.

Course Information

See the attached course logs and maps for specific route information, including intersection and arrival information.

This log will be updated to show the positions of volunteer marshal locations at intersections along the route.

Public Information and Notification

Citizens along the route will be notified through a combination of fixed signage warning of road delays, and a public awareness campaign. The contract public relation company contracted by the event organizers will issue press releases and contact local media in the 2-3 weeks before the event and continue through event day.

Traffic Control Staffing

Traveling Marshal (75 total)

Traveling Marshals receive extensive training and travel with the event throughout the week. These marshals are divided into groups of 8-10 and take positions along smaller side roads to assist law enforcement. In addition these marshals are deployed in areas where there might be a routing or safety concern (turns, entrances to divided sections of road, steep downhills, etc.)

Each marshal group will deploy on a set section of road ahead of the arrival of the race. Immediately after the passage of the race, the marshals will be picked up and leapfrog to another position further down the route using an alternate route. On most cases the marshals will make two of these jumps per day, effectively doubling their numbers.

Marshals are equipped with cones, safety vests and flags. In addition their vehicles are equipped with brooms, shovels and patch material in case of repairable road conditions. Marshals also receive PR training in order to work with local residents and road users

who may be inconvenienced. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Therefore, they will not perform any traffic control duty. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

Motor Marshals (20 total)

The race’s Motorcycle Marshals work closely with the California Highway Patrol to assist with security along the route. The marshals are deployed in teams and assigned to the lead patrol cars. They are responsible for assisting with the closure of any drives or parking lots not manned by any other staff. These marshals have the ability to rapidly deploy and quickly move back into position once the front of the race has passed.

In addition motor marshals are able to communicate to both the command car and other race staff any obstacles or dangerous situations along the route.

California Highway Patrol – Entourage (10 total)

The California Highway Patrol (CHP) will be providing a police escort utilizing the same units throughout the event. These units will be deployed both ahead of and behind the race itself as part of the race caravan.

The mobile units will work with fixed-post officers and race marshals to provide security along the route.

Six to seven units will be staggered between five and ten minutes in front of the event. The exact spacing will be determined based on road type and terrain in coordination with local area commanders.

All additional units will be placed at the rear of the entourage to prevent traffic from passing the race. These units will also protect vehicles and competitors who are outside the main group.

See the attached caravan diagram for more information on vehicle locations and functions.

California Highway Patrol – Motos (Varies by Stage)

The California Highway Patrol (CHP) will provide 10-15 moto officers 2-3 miles ahead of the race. These units will pull incoming traffic off to the side and instruct them to hold in place until the race passes them.

California Highway Patrol – Fixed Units (Varies by Stage)

The California Highway Patrol (CHP) will provide fixed post traffic control ahead of the race. These units will work to secure intersections ahead of the race in conjunction with race marshals and CHP Motos.

General Traffic Control Guidelines *Race Marshals*

Marshal Control

Race marshals are positioned on smaller side roads that do not require the full-time presence of a law enforcement officer. In general these are smaller rural roads and non-signalized intersections. These marshals work with the advance fixed post CHP units to ensure that all roads are controlled as the race passes. Side roads are controlled by Type 1 barricades or a similar device.

The purpose of the marshal is to control traffic once the lead elements of the race reach a position. Once the lead law enforcement unit in the race reaches a location, traffic is not allowed to move towards the race. Depending on location traffic may be allowed to move away from the race or cross the course during this time. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

Once the lead elements of the race have passed a location and the race grows closer, traffic at intersection will not be allowed on course until the race passes.

Once the final law enforcement vehicle passes a location, all intersections are reopened and traffic flows as normal.

As the race expands and contracts, law enforcement and marshals vehicles are redeployed to fill any of the small gaps and keep side traffic or traffic pulled off the road from interfering with the race.

Law Enforcement Control

Law Enforcement will handle traffic control in different ways depending on the terrain and road type.

In the case of short sections of road, traffic at intersections controlled by CHP will not be allowed to advance towards the riders as the race is inbound. This is especially important in areas with no shoulders, steep descents and limited sight distances.

In these cases traffic is held or diverted as a race enters the intersection on a stretch or roadway. This has the advantage of providing the race with a clear path of travel while not forcing people to pull off of on a non-optimal shoulder.

Contingency Plans

Weather

The Amgen Tour of California is generally considered a “Rain or Shine” event; however there are instances that would cause the neutralization, delay or stoppage of the event.

Delay

The event start may be delayed due to extreme circumstances, usually in the vicinity of the start area. Although generally avoided due to the careful planning of the timeline it is an option.

Relocation of Start/Remote Start

In the case of an incident such as a landslide, riders and staff may transfer via auto around the obstacle and start/restart the race on the other side. This has the advantage of continuing the event. The start would take place at the same time the race would have passed on the original route, thus preserving the timing of the event.

Detour

In the case of an incident affecting a short portion of a roadway, the race may be detoured around if a safe and feasible route is available. Many times in these cases the race is neutralized and restarted once on the other side of the obstacle.

Neutralization

In the case of a limited closure, the race may be neutralized and restarted once the obstacle has been cleared or the delaying circumstance has passed.

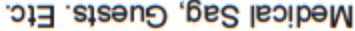
Cancellation

In some cases the safety of the riders and/or staff is so extreme or the damage to roadways and infrastructure is so extreme that the event must be cancelled. This is a last resort option.

Other Emergency Situations

In the case of emergency situations (house fire, medical emergency, etc.) the CHP Incident Commander (IC) should be notified immediately. The CHP IC will consult with event organizers to determine the appropriate course of action.

It may be decided to use the same actions as for a weather emergency with modifications based on the particular situation.



Event Medical Service Plan 2015 Amgen Tour of California

Overview

Professional cyclists, while able to exert themselves in extremes of weather and terrain, also need special care and treatment. In a multi-day stage race it is critical that athletes receive appropriate treatment from medical professionals in order to remain competitive. In addition, the race medical team is able to provide emergency response to accidents on the race course.

The Medical Provider oversees medical services for the race entourage. Services rendered include:

- Coordination of all race medical staff (physicians, trainers, EMTs, etc.)
- Coordination with all local EMS agencies and local hospitals
- Contact point for all race staff with medical issues

The Medical Provider for the 2015 Amgen Tour of California is the Santa Monica Orthopaedic Group with ambulance services provided by American Medical Response (AMR).

Areas of Responsibility

Medical Suite

Based at the Headquarters hotel each night. This suite provides all types of care to athletes and entourage. Examples include: wound care, massage therapy, physical therapy and general medical services.

The medical suite is generally staffed for several hours after the arrival of athletes. After this time a member of the medical staff remains “on call” for other athlete needs.

The medical suite is utilized by athletes for a variety of medical needs. This is especially important for those teams without a team physician. In some cases the medical suite may also serve to support team physicians.

In some cases the suite will be a standalone suite while in other it will be in a room attached to the hotel room of the Chief Medical Officer.

Caravan Medical

Provides medical service in the race caravan. Vehicles and staff include:

- Race Doctors in dedicated car
- Medical Motorcycle with medic or ATC
- Medical Sag vehicle with ATC

Services are concentrated on emergency medical services (Race Doctor, Medical Motorcycle, Ambulances) as well as preventive medical issues (Medical Sag Vehicle).

Athletes sometime receive treatment out of the Race Doctor's car for conditions such as bee stings, upset stomach or recurring injuries. This treatment is often accomplished "on the go" in the race caravan.

In the case of a severe accident the Race Doctor works with the race EMS crews to provide treatment and/or arrange transport.

Caravan Medical units also coordinate with local EMS jurisdictions to provide additional support and response.

Start/Finish Line Medical

Based at race finish, these staff members provide immediate care to athletes and staff before, during and after the race finish. Examples of treatments include: athlete hydration, wound care, follow up on previous treatment.

The staff at the finish line will often treat injuries that athletes received during the race but were not severe to cause the athlete to drop out. Examples include "road rash" from crashes or exposure to extreme weather conditions.

The finish line medical staff will send more serious cases to the medical suite after initial treatment.

Staffing

Number of Physicians

Minimum four physicians.

Ambulances

Two in caravan: ALS and BLS
Support from local EMS for transports if required
Medical Sag

Number of Trainers

4 trainers with 2 support staff

Operations

Response during Race

First response during the race will be from the Race Doctor, who will stop with any crashes and do an assessment. During the time the caravan passes the doctor will make an assessment on a method of treatment and will alert the race ambulance if it needs to remain on site to assist. Actions that might be taken include the following:

1. Rider needs advanced treatment: The race doctor and ambulance begin treatment immediately and notify the Command Post that a transport will be needed. The local ambulance crew is given an ingress point to the field of play.

If a neutralization or stoppage of the race needs to take place it is coordinated through the Race Doctor and Technical Director and communicated to the race officials and Command Post.

2. Rider needs minor treatment but cannot continue: The Race Doctor leaves the athletes in the care of the medical sag vehicles. The rider will be transported back to the finish line medical area in the sag or broom vehicle.

Communications

The race medical staff will communicate on the inter-race UHF radio system on all stages. Primary frequency will be the *Medical* simplex frequency with a backup on the *Caravan* repeater frequency in case of a large split in the field.

All announcements to teams will be coordinated through Race Command to *the Radio Tour* frequency.

Each medical asset will be provided with mobile and portable radios as well as a satellite phone.

Coordination with local agencies will be through the *Caravan* frequency to the race representative in the Command Post.

Command Structure

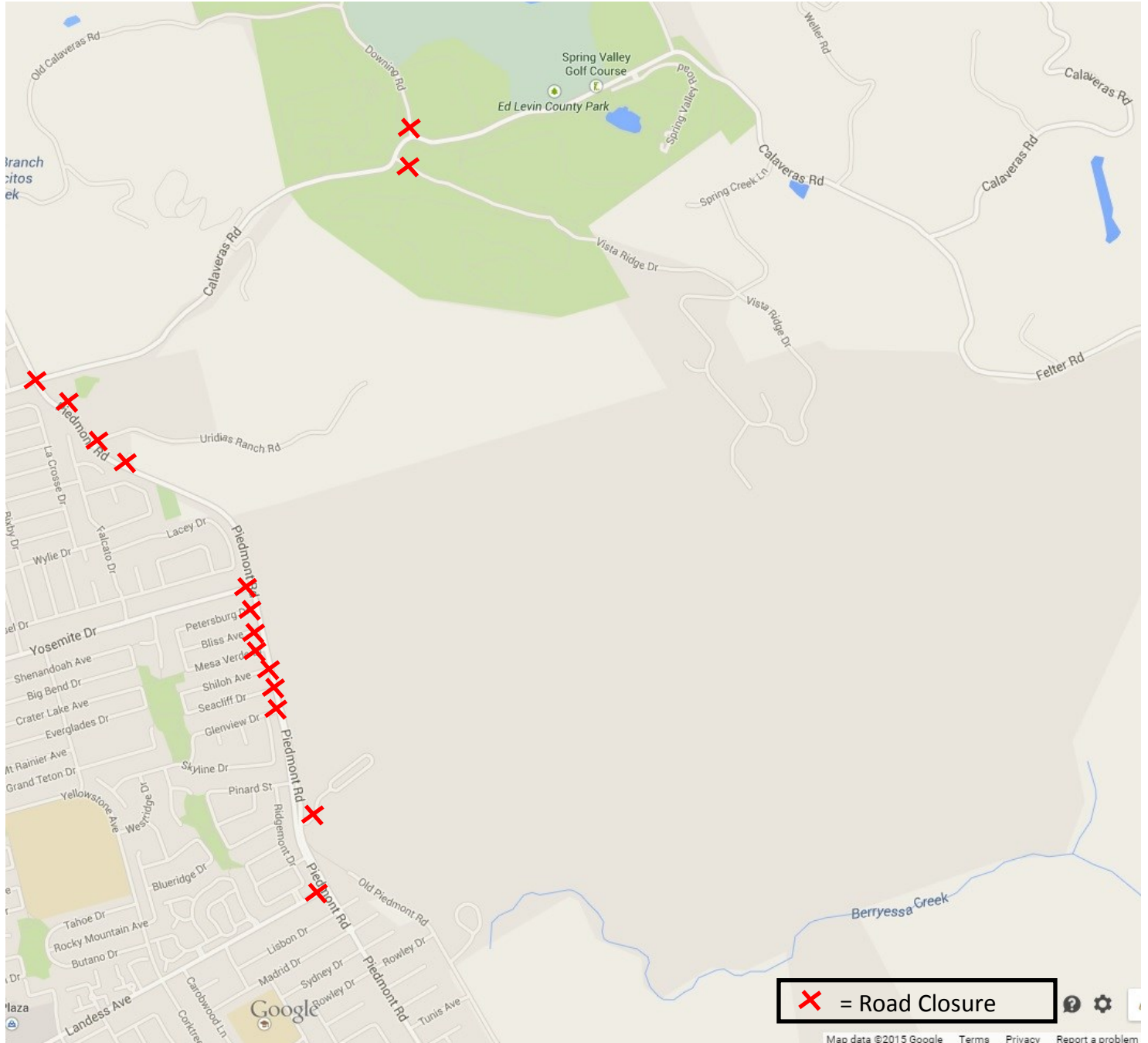
The Race Doctor will make all medical decisions for the race staff and entourage in coordination with the Race Director and Technical Director.

Coordination of caravan assets will be coordinated through Race Command and the Technical Director when on the road.

Communication with local agencies (Police, Fire, EMS, Public Works) will take place through the race representative in the Race Command Post.

In the case of a Public Safety type emergency on course (fire, 911 response, robbery, etc.) the appropriate public safety agency in the Command Post will advise race staff on what action is to be taken through the race representative.

Road Closure Exhibit



Project Number:

P-MS15-0012



SPECIAL EVENT / ACTIVITY INFORMATION PACKET & APPLICATION

2015 AMGEN TOUR OF CALIFORNIA - MAY 12, 2015

"Special events and activities" means any temporary event or activity sponsored by a business, shopping center or organization which is held outside the confines of a permanent building.

To apply for a Special Event and Activity, please read the enclosed instructions and then complete this application. Submit your application, including the required attachments, no later than 45 days for a major event or 30 days for a minor event.

For specific references to the Milpitas Municipal Code regarding Special Events and Activities see Section XI-10-13.11

Approvals:

Planning: _____ Date: _____

Fire: _____ Date: _____

Police: _____ Date: _____

Engineering: _____ Date: _____

Building: _____ Date: _____

QUESTION TO GET STARTED

- **Will the event be held exclusively on private property? If so, you will need to have the property owner sign the application for use of the site.**

This event will not require off site parking, or the use of public right-of-way (except running/jogging events).

☐ Yes ☒ No

If you answered yes to the question above, your event is considered a "Minor" event. All other events are considered "Major".

SECTION 2: EVENT INFORMATION

Please complete all of the following:

Setup/Preparation	Date: _____	
Event starts	Date: May 12, 2015	Time: 10:49 am
Event ends	Date: May 12, 2015	Time: 10:57 am
Dismantle/Tear down	Date: _____	

Anticipated attendance: Total: 144 Per day: _____

Street closuresWill this event require any city streets to be closed? ☒ Yes ☐ No*If yes, specify which streets or cross streets and include a route site map.***Food**

If your event will have food preparations please specify cooking method:

Gas ☐Electric ☐Charcoal ☐

Other (specify): _____

*A permit may be required from the Santa Clara County Department of Public Health at (408) 918-3400.***Portable restrooms***A minimum of one (1) accessible toilet for persons with disabilities is required when multiple toilets are set side by side. If each toilet is scattered throughout the site, then each toilet must be accessible. Exceptions may be considered by the Building Department.***Lighting and sound**Will you be using any amplified sound (i.e. public address system)? ☐ Yes ☒ NoWill this event use any temporary lighting? ☐ Yes ☒ No*If yes, please describe:*

SECTION 3: SITE MAP CHECKLIST: City staff is available to help you through this process.

Provide a site plan/route map for your event on a separate sheet. **Provide six copies of this site plan/map (11" x 17" min size).** The map should include the following information:

- ☒ An outline of the event site, including the names of the streets or areas that are a part of the venue and surrounding area. If the event includes a moving route of any kind (such as a parade), indicate the direction of travel, including the starting location and ending destination. Include north arrow.
- ☒ Any street or lane closures.
- ☒ The locations of fencing, barriers or barricades. Include any removable fencing for emergency access. (include height of barriers)
- ☐ The location of first-aid facilities
- ☐ The location of all stages, platforms, booths, cooking areas, trash containers, tents/canopies, etc. (Include dimensions, such as height and length)
- ☐ The location of any food booths and cooking area configuration including all vendors cooking with flammable gases or barbeque grills. (Include dimensions, such as height and length)
- ☐ Generator locations and/or source of electricity
- ☐ Placement of vehicles or trailers used for the event (include dimensions)
- ☐ Anticipated parking locations and number of parking. Show that parking is available for persons with disabilities. These parking spaces shall be dispersed and located closest to the accessible entrances *to the event*. One in every eight accessible parking spaces, but not less than one accessible parking space shall be Van accessible.
- ☐ Placement of promotional signs or banners
- ☐ Placement of portable toilets/rest room facilities (label accessible or non-accessible for people with disabilities)
- ☐ Exit locations for outdoor events that have fences
- ☐ Location of all other event activities
- ☐ Location of temporary lighting
- ☐ Location of temporary speakers

SECTION 4: INSURANCE INFORMATION

A public liability and property damage insurance policy issued by an insurance company authorized to do business in California, naming the City of Milpitas, its officers, agents and employees as co-insured may be required. Depending on the scope of the event, a minimum of \$1 million or more may be required.

Certificate of insurance will be provided within two weeks. Minimum coverage will be \$4^m





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
04/08/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER MARSH USA INC. 1225 17TH STREET, SUITE 1300 DENVER, CO 80202-5534 Attn: Denver.certrequest@marsh.com	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:
02220 -TAC-ALL-14/15	INSURER(S) AFFORDING COVERAGE INSURER A : Greenwich Insurance Company INSURER B : N/A INSURER C : National Union Fire Ins Co Pittsburgh PA INSURER D : N/A INSURER E : INSURER F :
INSURED AEG CYCLING, LLC 800 W. OLYMPIC BLVD, SUITE 305 LOS ANGELES, CA 90015	NAIC # 22322 N/A 19445 N/A

COVERAGES**CERTIFICATE NUMBER:**

SEA-002321177-25

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> \$100,000 SIR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC		RG0300057300	11/15/2014	03/01/2016	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ EXCLUDED PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 20,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000		BE66844730	11/15/2014	03/01/2016	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A				WC STATU-TORY LIMITS <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

RE: AMGEN TOUR OF CALIFORNIA AT CITY OF MILPITAS, PIEDMONT AND CALAVERAS ROADS, MILPITAS, CA ON MAY 10-17, 2015

CITY OF MILPITAS, ITS OFFICERS, AGENTS, AND EMPLOYEES ARE NAMED AS ADDITIONAL INSURED ON THE GENERAL LIABILITY IF REQUIRED BY WRITTEN CONTRACT.

CERTIFICATE HOLDER**RECEIVED****CANCELLATION**CITY OF MILPITAS
455 EAST CALAVERAS BOULEVARD
MILPITAS, CA 95035

APR 08 2015

**CITY OF MILPITAS
PLANNING DIVISION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
of Marsh USA Inc.

Sharon A. Hammer

Sharon A. Hammer

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Event Overview

The 10th Annual 2015 Amgen Tour of California is a professional style bike race modeled after the Tour de France. The race is governed by the same international cycling federation, we follow the same rules, and we have the same teams and riders as the Tour de France. The principal difference between the two events is that the Amgen Tour of California is a shorter event: 8-days vs. 21- days. The race consists of 18 teams - each with eight riders. The 2015 race will have seven point-to-point road stages and one time trial. Each stage is between 12 and 125 miles in length. The race begins in Sacramento on May 10th and concludes at the Rose Bowl in Pasadena on May 17th.

The 2014 Amgen Tour of California drew over two million spectators along the 750-mile route and quickly became the largest sporting event in the history of California. We will broadcast HD live TV coverage (NBC Sports and NBC Network) on every stage for 2015 to more than 200 countries. We will also be streaming live video on the Internet for the entire race.

The race is self-contained. Aside from the 144 professional racers, we also have approximately 100 vehicles that travel within the race "package". This includes the California Highway Patrol (CHP), team cars, medical support, mechanical support, race officials, motorcycle marshals, TV crews, etc. The entire race moves as one entity at an average speed of approximately 26 MPH. From the lead CHP car to the follow CHP car, the distance is approximately 1.5 miles. It takes the race about five minutes to pass any given spot on the road.

We require total road closures that is managed by the CHP. There are four elements to the closure: cross traffic that flows across the course at an intersection, traffic moving the same direction and ahead of the race, traffic moving the same direction and behind the race, and traffic moving towards the race. CHP/Police will allow cross traffic and traffic turning onto the course and heading away from the race until approximately 5-10 minutes before the race reaches the intersection but will prevent cars from turning onto the road heading into the race. Traffic moving the same direction and ahead of the race will be allowed to flow until the race is approximately 10 minutes behind the traffic. Traffic that is behind the race will not be allowed to pass. Traffic that is moving into the race will be stopped approximately 20 minutes before the race reaches any given point.

Traffic management is variable based on the type of road, the amount of traffic, and the type and number of opportunities where traffic can be pulled off the road for a short period. Where there are roads that are divided by medians, traffic will be allowed to flow on the side opposite the race. It may sound slightly onerous, but it is not as bad as it sounds. CHP has been able to perfect this type of closure and has worked closely with local PD and the sheriffs. For the 2011 event, that took place over eight days and 820 miles of roads, there were very few complaints with the way the traffic was managed.

The entire 750 miles of the route has been reviewed and approved by both Caltrans and CHP. As it has for the past eight years, California Travel and Tourism is a key supporter and sponsor of the 2015 Amgen Tour of California.

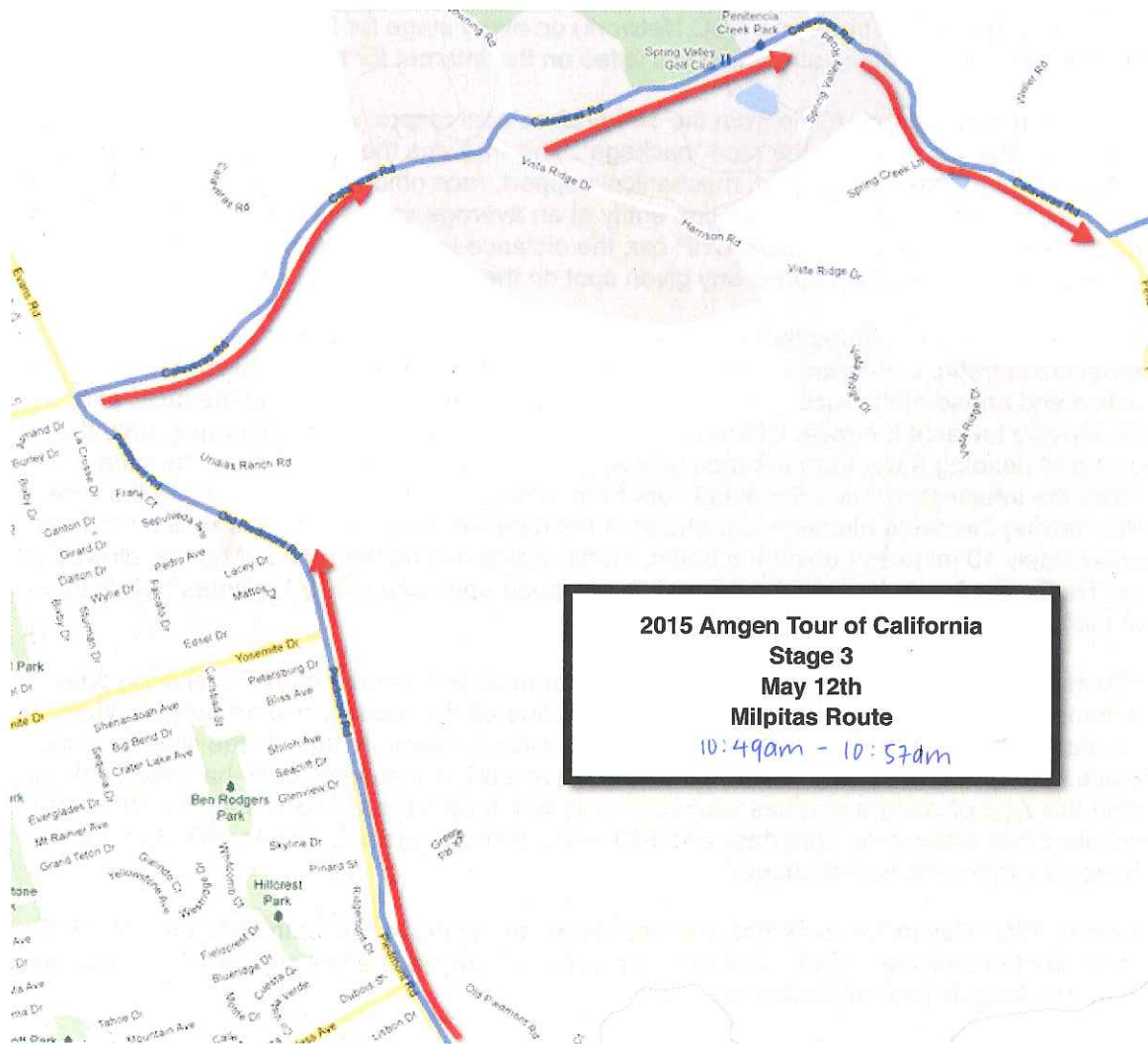
Drawing two million spectators raises a lot of eyebrows...and concerns. The vast majority of these crowds came in three areas: start cities, finish cities, and various long and steep climbs

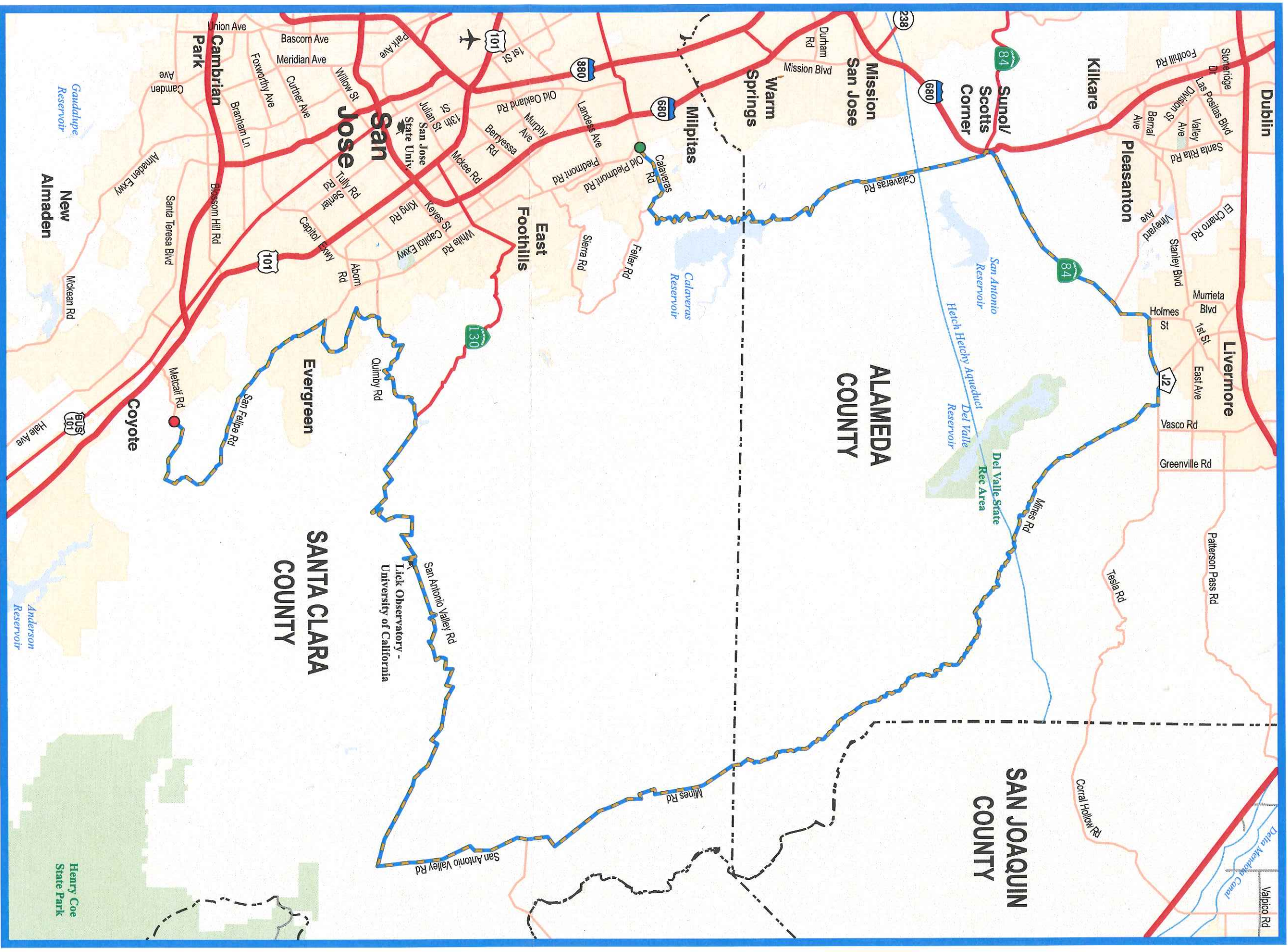


the riders encountered. Aside from some isolated areas, there are relatively few spectators along the course. Many people would watch from their driveway, but it was rare to find more than a few hundred in one location. We will be utilizing the same road closure and crowd control plans that have been effective the past six years.

We saw little to no trash along the route for the 2014 Amgen Tour of California. The fans along the way were well behaved and took whatever trash they may have generated with them when they left the area they were viewing the race. We also have a crew that follows the race to collect our signs and any obvious trash that was left by a spectator.

The race will enter Milpitas NB on Piedmont Rd at 10:49am and depart EB on Calaveras Rd at 10:57am. Total distance on city roads is approximately three miles that will take nine minutes to complete. All city costs will be covered by the event.





Stage 3 - San Jose to San Jose
Tuesday, May 12, 2015



Amgen Tour of California Traffic Management Plan

Scope

The 2015 Amgen Tour of California will be held May 10-17th over 725 miles of California roadways. The race will feature 144 cyclist plus various support vehicles and staff. These athletes and vehicles will travel along the course in a “caravan” under the escort of the California Highway Patrol (CHP). The “bubble” of this escort is expected to be 10-20 minutes as it moves along roadways. See the attached caravan diagram for more information on the quantity and location of vehicles.

Course Information

See the attached course logs and maps for specific route information, including intersection and arrival information.

This log will be updated to show the positions of volunteer marshal locations at intersections along the route.

Public Information and Notification

Citizens along the route will be notified through a combination of fixed signage warning of road delays, and a public awareness campaign. The contract public relation company contracted by the event organizers will issue press releases and contact local media in the 2-3 weeks before the event and continue through event day.

Traffic Control Staffing

Traveling Marshal (75 total)

Traveling Marshals receive extensive training and travel with the event throughout the week. These marshals are divided into groups of 8-10 and take positions along smaller side roads to assist law enforcement. In addition these marshals are deployed in areas where there might be a routing or safety concern (turns, entrances to divided sections of road, steep downhills, etc.)

Each marshal group will deploy on a set section of road ahead of the arrival of the race. Immediately after the passage of the race, the marshals will be picked up and leapfrog to another position further down the route using an alternate route. On most cases the marshals will make two of these jumps per day, effectively doubling their numbers.

Marshals are equipped with cones, safety vests and flags. In addition their vehicles are equipped with brooms, shovels and patch material in case of repairable road conditions. Marshals also receive PR training in order to work with local residents and road users

who may be inconvenienced. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Therefore, they will not perform any traffic control duty. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

Motor Marshals (20 total)

The race’s Motorcycle Marshals work closely with the California Highway Patrol to assist with security along the route. The marshals are deployed in teams and assigned to the lead patrol cars. They are responsible for assisting with the closure of any drives or parking lots not manned by any other staff. These marshals have the ability to rapidly deploy and quickly move back into position once the front of the race has passed.

In addition motor marshals are able to communicate to both the command car and other race staff any obstacles or dangerous situations along the route.

California Highway Patrol – Entourage (10 total)

The California Highway Patrol (CHP) will be providing a police escort utilizing the same units throughout the event. These units will be deployed both ahead of and behind the race itself as part of the race caravan.

The mobile units will work with fixed-post officers and race marshals to provide security along the route.

Six to seven units will be staggered between five and ten minutes in front of the event. The exact spacing will be determined based on road type and terrain in coordination with local area commanders.

All additional units will be placed at the rear of the entourage to prevent traffic from passing the race. These units will also protect vehicles and competitors who are outside the main group.

See the attached caravan diagram for more information on vehicle locations and functions.

California Highway Patrol – Motos (Varies by Stage)

The California Highway Patrol (CHP) will provide 10-15 moto officers 2-3 miles ahead of the race. These units will pull incoming traffic off to the side and instruct them to hold in place until the race passes them.

California Highway Patrol – Fixed Units (Varies by Stage)

The California Highway Patrol (CHP) will provide fixed post traffic control ahead of the race. These units will work to secure intersections ahead of the race in conjunction with race marshals and CHP Motos.

General Traffic Control Guidelines *Race Marshals*

Marshal Control

Race marshals are positioned on smaller side roads that do not require the full-time presence of a law enforcement officer. In general these are smaller rural roads and non-signalized intersections. These marshals work with the advance fixed post CHP units to ensure that all roads are controlled as the race passes. Side roads are controlled by Type 1 barricades or a similar device.

The purpose of the marshal is to control traffic once the lead elements of the race reach a position. Once the lead law enforcement unit in the race reaches a location, traffic is not allowed to move towards the race. Depending on location traffic may be allowed to move away from the race or cross the course during this time. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

Once the lead elements of the race have passed a location and the race grows closer, traffic at intersection will not be allowed on course until the race passes.

Once the final law enforcement vehicle passes a location, all intersections are reopened and traffic flows as normal.

As the race expands and contracts, law enforcement and marshals vehicles are redeployed to fill any of the small gaps and keep side traffic or traffic pulled off the road from interfering with the race.

Law Enforcement Control

Law Enforcement will handle traffic control in different ways depending on the terrain and road type.

In the case of short sections of road, traffic at intersections controlled by CHP will not be allowed to advance towards the riders as the race is inbound. This is especially important in areas with no shoulders, steep descents and limited site distances.

In these cases traffic is held or diverted as a race enters the far intersection on a stretch or roadway. This has the advantage of providing the race with a clear path of travel while not forcing people to pull off of on a non-optimal shoulder.

Contingency Plans

Weather

The Amgen Tour of California is generally considered a “Rain or Shine” event; however there are instances that would cause the neutralization, delay or stoppage of the event.

Delay

The event start may be delayed due to extreme circumstances, usually in the vicinity of the start area. Although generally avoided due to the careful planning of the timeline it is an option.

Relocation of Start/Remote Start

In the case of an incident such as a landslide, riders and staff may transfer via auto around the obstacle and start/restart the race on the other side. This has the advantage of continuing the event. The start would take place at the same time the race would have passed on the original route, thus preserving the timing of the event.

Detour

In the case of an incident affecting a short portion of a roadway, the race may be detoured around if a safe and feasible route is available. Many times in these cases the race is neutralized and restarted once on the other side of the obstacle.

Neutralization

In the case of a limited closure, the race may be neutralized and restarted once the obstacle has been cleared or the delaying circumstance has passed.

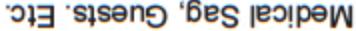
Cancellation

In some cases the safety of the riders and/or staff is so extreme or the damage to roadways and infrastructure is so extreme that the event must be cancelled. This is a last resort option.

Other Emergency Situations

In the case of emergency situations (house fire, medical emergency, etc.) the CHP Incident Commander (IC) should be notified immediately. The CHP IC will consult with event organizers to determine the appropriate course of action.

It may be decided to use the same actions as for a weather emergency with modifications based on the particular situation.



Event Medical Service Plan 2015 Amgen Tour of California

Overview

Professional cyclists, while able to exert themselves in extremes of weather and terrain, also need special care and treatment. In a multi-day stage race it is critical that athletes receive appropriate treatment from medical professionals in order to remain competitive. In addition, the race medical team is able to provide emergency response to accidents on the race course.

The Medical Provider oversees medical services for the race entourage. Services rendered include:

- Coordination of all race medical staff (physicians, trainers, EMTs, etc.)
- Coordination with all local EMS agencies and local hospitals
- Contact point for all race staff with medical issues

The Medical Provider for the 2015 Amgen Tour of California is the Santa Monica Orthopaedic Group with ambulance services provided by American Medical Response (AMR).

Areas of Responsibility

Medical Suite

Based at the Headquarters hotel each night. This suite provides all types of care to athletes and entourage. Examples include: wound care, massage therapy, physical therapy and general medical services.

The medical suite is generally staffed for several hours after the arrival of athletes. After this time a member of the medical staff remains “on call” for other athlete needs.

The medical suite is utilized by athletes for a variety of medical needs. This is especially important for those teams without a team physician. In some cases the medical suite may also serve to support team physicians.

In some cases the suite will be a standalone suite while in other it will be in a room attached to the hotel room of the Chief Medical Officer.

Caravan Medical

Provides medical service in the race caravan. Vehicles and staff include:

- Race Doctors in dedicated car
- Medical Motorcycle with medic or ATC
- Medical Sag vehicle with ATC

Services are concentrated on emergency medical services (Race Doctor, Medical Motorcycle, Ambulances) as well as preventive medical issues (Medical Sag Vehicle).

Athletes sometime receive treatment out of the Race Doctor's car for conditions such as bee stings, upset stomach or recurring injuries. This treatment is often accomplished "on the go" in the race caravan.

In the case of a severe accident the Race Doctor works with the race EMS crews to provide treatment and/or arrange transport.

Caravan Medical units also coordinate with local EMS jurisdictions to provide additional support and response.

Start/Finish Line Medical

Based at race finish, these staff members provide immediate care to athletes and staff before, during and after the race finish. Examples of treatments include: athlete hydration, wound care, follow up on previous treatment.

The staff at the finish line will often treat injuries that athletes received during the race but were not severe to cause the athlete to drop out. Examples include "road rash" from crashes or exposure to extreme weather conditions.

The finish line medical staff will send more serious cases to the medical suite after initial treatment.

Staffing

Number of Physicians

Minimum four physicians.

Ambulances

Two in caravan: ALS and BLS
Support from local EMS for transports if required
Medical Sag

Number of Trainers

4 trainers with 2 support staff

Operations

Response during Race

First response during the race will be from the Race Doctor, who will stop with any crashes and do an assessment. During the time the caravan passes the doctor will make an assessment on a method of treatment and will alert the race ambulance if it needs to remain on site to assist. Actions that might be taken include the following:

1. Rider needs advanced treatment: The race doctor and ambulance begin treatment immediately and notify the Command Post that a transport will be needed. The local ambulance crew is given an ingress point to the field of play.

If a neutralization or stoppage of the race needs to take place it is coordinated through the Race Doctor and Technical Director and communicated to the race officials and Command Post.

2. Rider needs minor treatment but cannot continue: The Race Doctor leaves the athletes in the care of the medical sag vehicles. The rider will be transported back to the finish line medical area in the sag or broom vehicle.

Communications

The race medical staff will communicate on the inter-race UHF radio system on all stages. Primary frequency will be the *Medical* simplex frequency with a backup on the *Caravan* repeater frequency in case of a large split in the field.

All announcements to teams will be coordinated through Race Command to *the Radio Tour* frequency.

Each medical asset will be provided with mobile and portable radios as well as a satellite phone.

Coordination with local agencies will be through the *Caravan* frequency to the race representative in the Command Post.

Command Structure

The Race Doctor will make all medical decisions for the race staff and entourage in coordination with the Race Director and Technical Director.

Coordination of caravan assets will be coordinated through Race Command and the Technical Director when on the road.

Communication with local agencies (Police, Fire, EMS, Public Works) will take place through the race representative in the Race Command Post.

In the case of a Public Safety type emergency on course (fire, 911 response, robbery, etc.) the appropriate public safety agency in the Command Post will advise race staff on what action is to be taken through the race representative.

Road Closure Exhibit

